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THE
CENTER
LINE

MONTANA HIGHWAY
COMMISSION

Vol. VI., No. 9. September, 1963

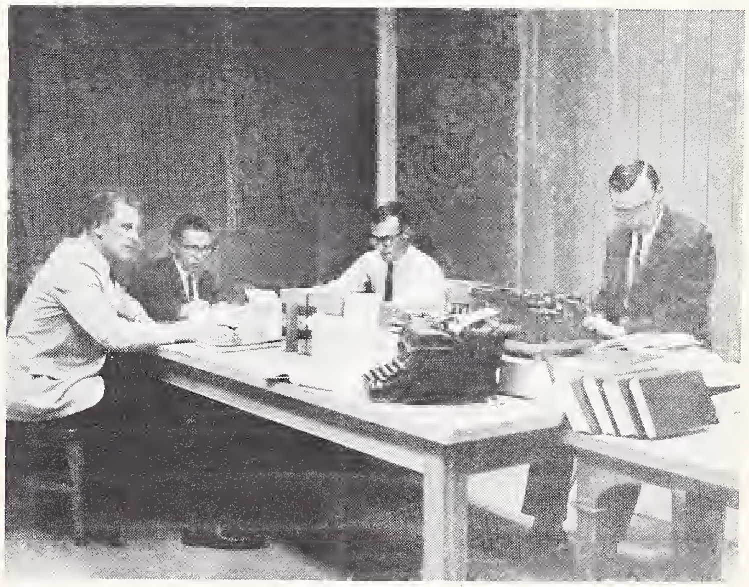
MSU Teams With Montana Highway Dept. In Research Project

In an effort to detect the deficiencies in existing highway laws, the School of Law at MSU was engaged to do a research project. Object: to review and analyze state statutes, attorney general opinions, court decisions and other material pertaining to highway laws in Montana. From this research it can be determined what corrective measures should be taken to replace antiquated laws with legislation designed to conform to today's conditions and needs.

In many cases existing statutes have been superseded by subsequent legislation without the previous law having been repealed. Moreover, many ambiguities and conflicts exist in the present laws.

The project is financed by planning and research funds provided by the SCH and BPR.

In the picture above, Dr. Gardner Cromwell, associate professor of the MSU law school, is explaining the progress of the project to Donald MacPherson, Commission Attorney, Howard Buswell, Planning Survey Manager, and Wayne Duggan, Division Programming and Planning Engineer for the BPR.



Four senior law students at MSU are doing the research work. They are, l. to r.: Rupert C. Schneider of Brooklyn, John P. Poston of Anaconda, Kemp J. Wilson and James T. Harrison, Jr., of Helena.

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION

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Chet Dreher	Photographer
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AWARD SHEET — Letting of August 28, 1963

Project No.	Amount	Bidder	Address
I 90-1(21)67 Tarkio-East (Bridge) Mineral County	$ 527,753.01	Sletten Const. Co.	Great Falls, Mont.
F 33(6) & F 108(9) Billings-Roundup & Roundup South (Road) Musselshell County	$ 1,228,482.56	Stanley H. Arkwright, Inc.	Billings, Mont.
F 144(8), F 153(9), F 193(13), F 315(17) & F 315(18) Glasgow-Nashua, Dodson-Malta, Culbertson-Plentywood & Van Norman-Glasgow (Seeding) Valley, Phillips, Sheridan & McCone Counties	$ 21,098.15	Tschache Bros.	Bozeman, Mont.
F 9999(1) Missoula to Kalispell (Signing) Missoula, Lake & Flathead Counties	$ 29,355.53	Skinner Enterprises	Helena, Mont.
S 58(6) Hot Springs-Perma (Road and Bridges) Sanders County	$ 720,860.41	A & B Const. Co.	Helena, Mont.
S 318(4) & S 347(11) & FHP 55-1(1) Alzada-Ekalaka (Road) Carter County	$ 746,575.80	Wickens Brothers	Suffolk, Mont.
S 359(7) Marsh-Glendive (Road & Bridge) Dawson County	$ 276,654.54	O'Neil Construction Co.	Havre, Mont.
S 407(2) Alberton-Lolo Hot Springs (Road & Bridge) Missoula County	$ 252,393.70	H. Flechsing & Co.	Missoula, Mont.
ROW S 318(3) & ROW S 347(10) Alzada-Ekalaka (Fencing) Carter County	$ 9,991.00	Bohleen Const.	Wilsall, Mont.

Total for August—$3,813,164.70
Total for Year—$35,134,645.69

REST AREAS ANNOUNCED

"Montana's services to the traveling public will soon be augmented by five new rest areas on the primary system." In making this announcement, Governor Tim Babcock stated that, "the demand for such services far exceeds the number of such areas along our highways, and so I have been advised by the Highway Commission that these new facilities will be built within the next month or two and will be in service later this fall."

The areas selected for these new facilities, all on the primary system, are located in widely scattered areas of the state.

One is located at Somers on U. S. 93 and adjacent to Flathead Lake; another one is on U. S. No. 2 between Bainville and the North Dakota line.

Another one is located adjacent to Montana 287 in the vicinity of Alder, and two are located in Central Montana, with the junction of U. S. 87 and 89 southeast of Belt, the site of one, and near Shawmut, being the site of another.

These areas, different than those on the Interstate System will be constructed with Maintenance funds and will include tables, shelters, water and modern toilets.

"I am sure," concludes Governor Babcock, "that these facilities will do much to add to the driving pleasure and convenience of our guests, and we plan on adding more in the future."

JOURNEY TO WHITEHORSE, Y. T.

Commission chairman Roy Sorrells was one of the speakers at a meeting in Whitehorse, Yukon Territory, September 11. The occasion was a conference to study the possibility of paving the highway from Montana to Alaska. Due to his inability to attend, Governor Tim Babcock asked Sorrells to represent him, and to encourage the project at the earliest possible date.

In speaking to the assembled delegates from the United States, Canada and Alaska, Sorrells cited the advantages of a paved highway to Alaska, not only from an economic standpoint, but to the benefit of national defense as well.

Accompanying Sorrells were Commissioner George Gosman, and George Sime, Public Information Coordinator.

Others from Montana in attendance were William Browning of Helena and George O'Connor of Butte, representing the Montana Chamber of Commerce.

DEDICATION FOR HIGHWAY 287

On July 18 another new section of primary highway was dedicated. A brief ribbon-cutting ceremony took place at the Dearborn River bridge between Wolf Creek and Augusta on Highway 287, after which the entourage moved upstream about a mile to a point on the riverbank for the formal program at which time Commissioner George Gosman made the dedicatory address. Bob Funk of Wolf Creek was master of ceremonies, and the Lewis and Clark Cowbelles set up their hot dog stand.

Joining in the dedication were the Helena Chamber of Commerce, the Highway 287 Association, and the Montana Highway Users conference.

Left—Commissioner George Gosman and his lovely wife at the ceremony.

Right—Mr. and Mrs. Bob Funk of Wolf Creek. Bob is an officer of Highway 287 Association and co-chairman of the Helena Chamber of Commerce Highway Committee.

MSU TOURIST SURVEY

A comprehensive tourist survey was started in Montana this summer by the Bureau of Business and Economic Research of Montana State University, under the direction of the Montana Highway Department.

Purpose of the survey is to obtain up-to-date information on the importance of tourism to the economy of the state.

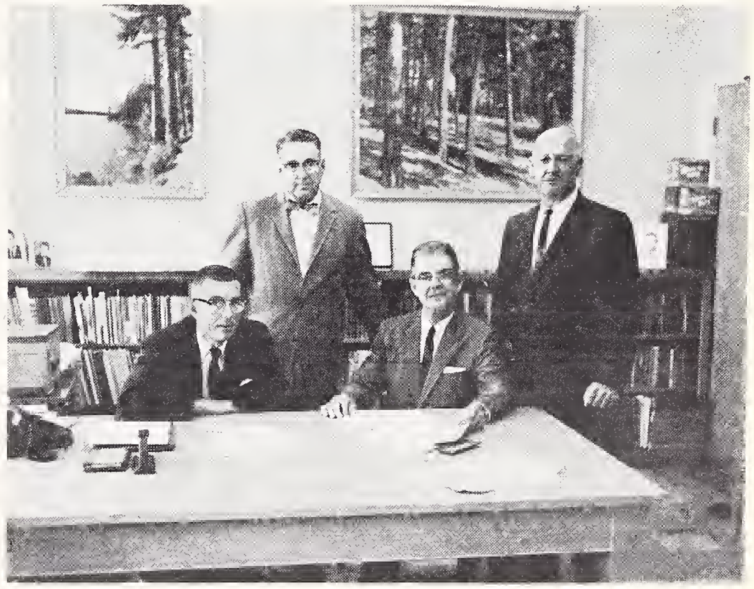
Tourists provide a large portion of Montana's income, but the detailed information about the characteristics, travel habits, desires, amount spent and purchases made, is needed to paint a more complete picture.

Personnel from the University interview visitors at hotels, motels, campgrounds, dude ranches, etc. to obtain information concerning the composition of tourist parties, amount expended for various purposes, length of stay, likes and dislikes, and other characteristics of the travelers.

State Highway traveling crews also conducted interviews of out-bound motorists at points on main highways at the borders. Motorists entering the state were also asked to provide identifying information, and to keep a record of expenditures while visiting the state, mileage traveled and where overnight stops were made.

This survey project is financed by Highway Planning and Research funds provided by the State Highway Commission, in cooperation with the U. S. Bureau of Public Roads.

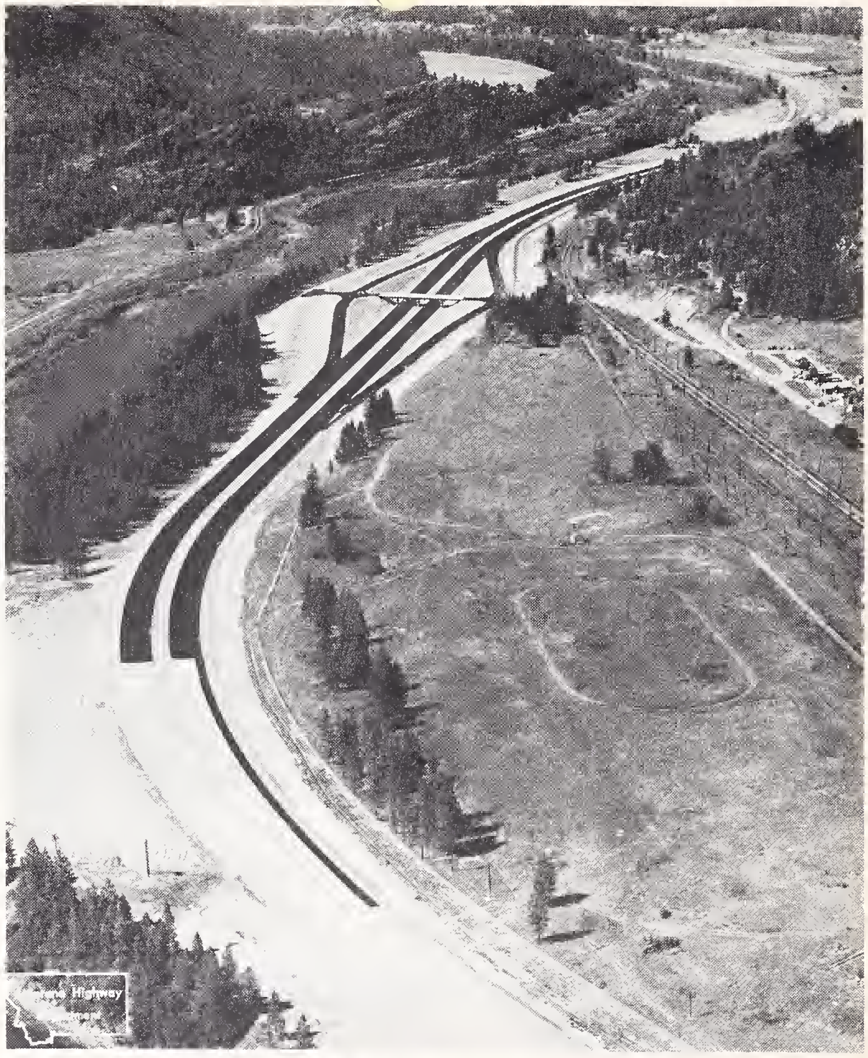
Dr. Paul B. Blomgren, director of the Bureau of Business and Economic Research at MSU is general supervisor of the project, and Dr. Robert F. Wallace is the project director.

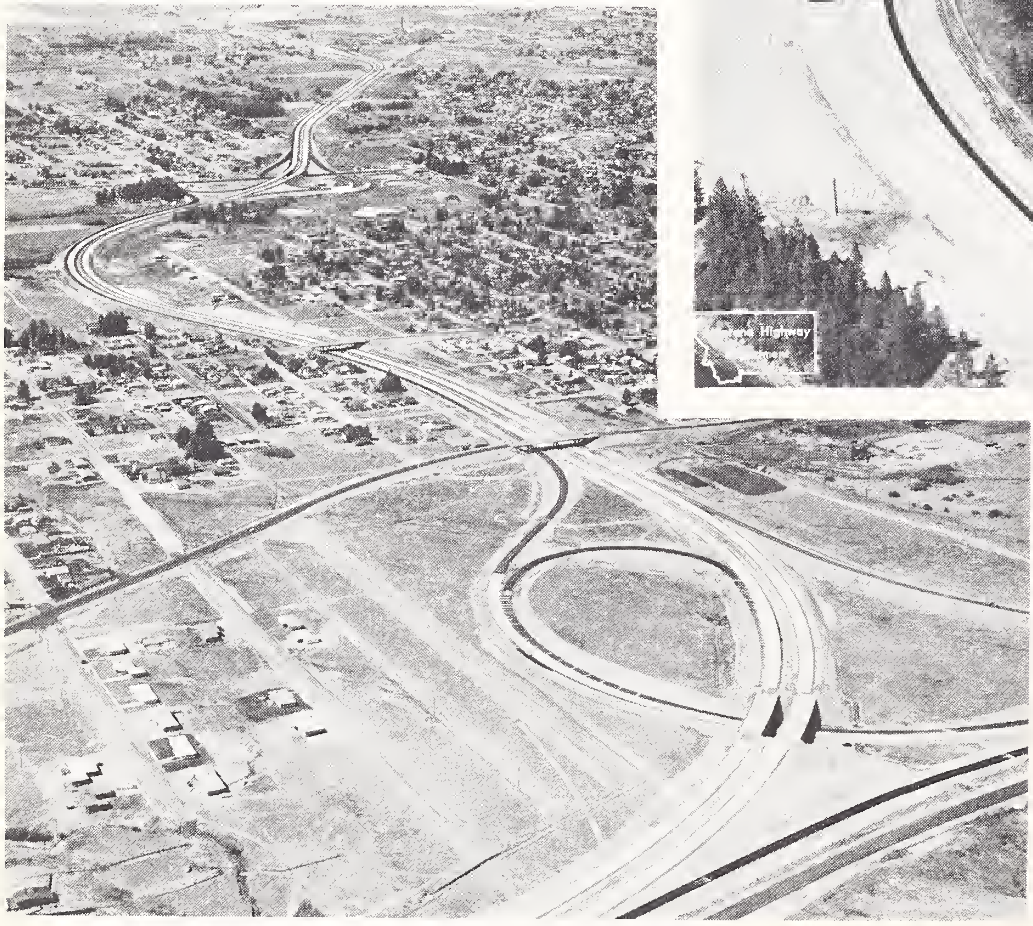


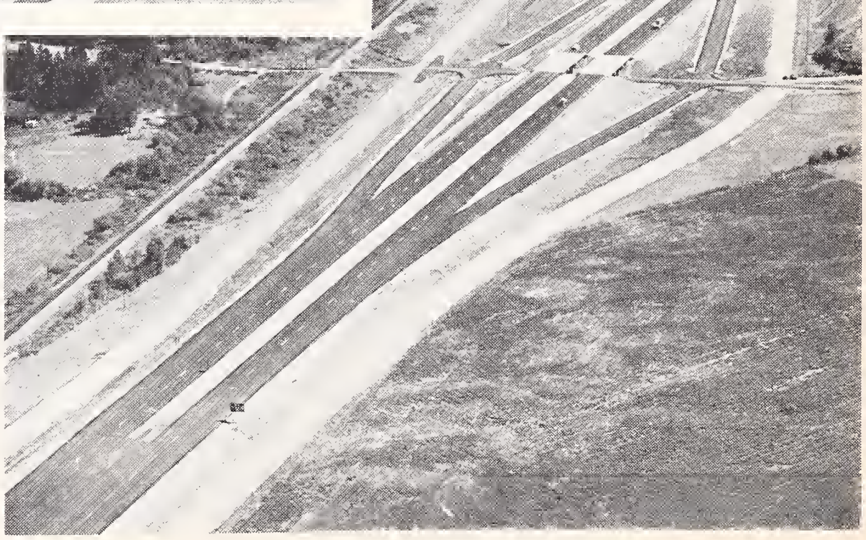
The photo shows Dr. Blomgren and Dr. Wallace (seated) explaining the progress of the project to Howard Buswell, Planning Survey Manager of the Montana Highway Department and Wayne Duggan, Division Programming and Planning Engineer for the U. S. Bureau of Public Roads.

Top Right—Here is a "swede's" eye view of the project at Alberton, as seen by MHD pilot Swede Lindgren. This is the Alberton Interchange, with the town at the far right. Nilson Smith Construction Co. is hoping for a November first completion date of this 5-mile project on Interstate 90.

Center—Here's an aerial view of the new Interstate through Butte. This photo shows the East Butte Interchange in the foreground.

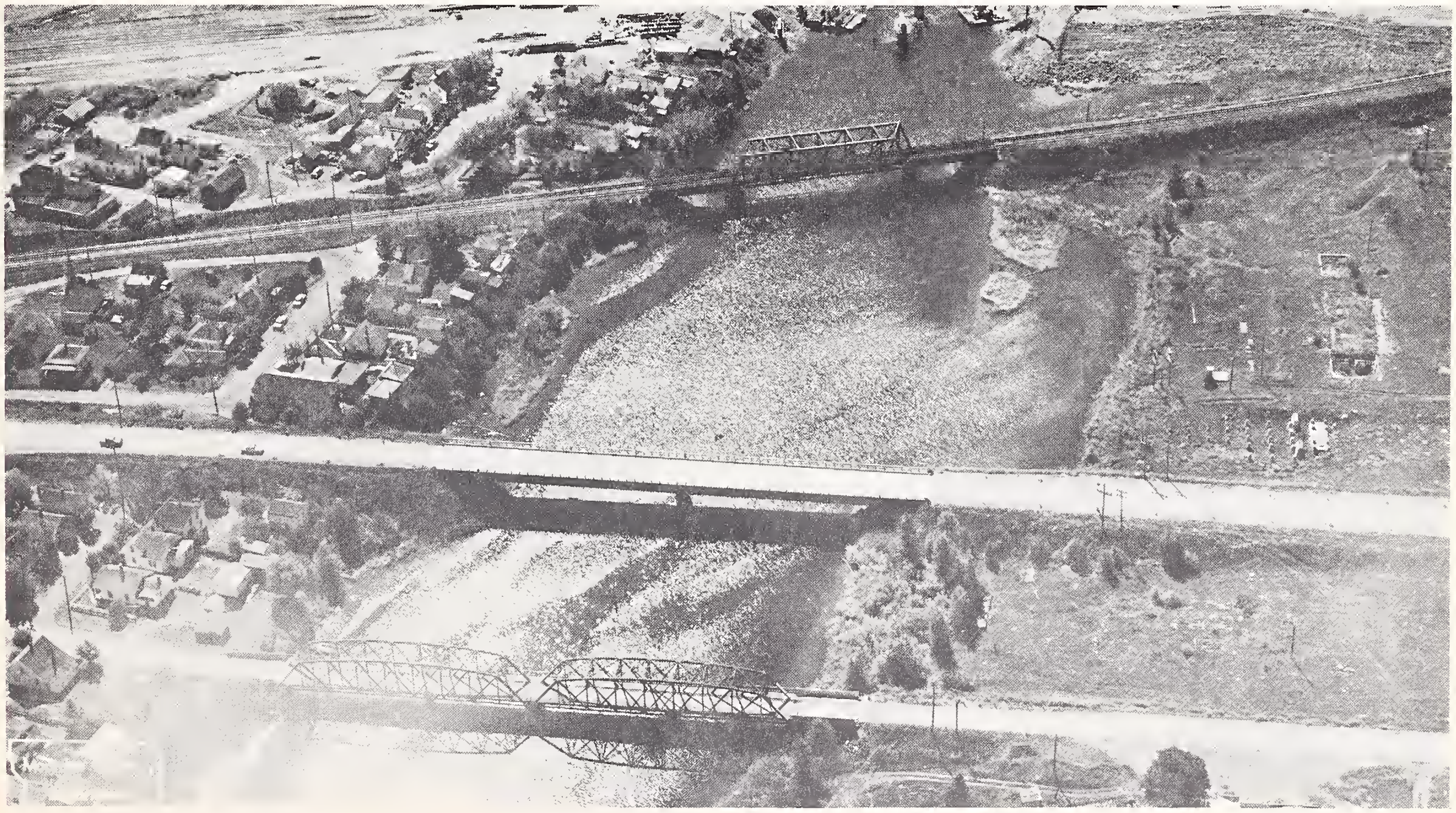






Bottom Right—The new Interstate project east of Bozeman in Rocky Canyon looks like this. The Bear Canyon Interchange is in the foreground. This is the largest single contract in the Highway Department, amounting to over $4 million. Goodfellow Bros. of Wenatchee, Washington, is the contractor.

In order for motorists to enjoy the scenic grandeur of Glacier Park, the project near St. Mary's is being rushed to completion by Schultz & Lindsay Construction Co. This view is looking south along the new alignment of F-227(6) with Little Chief Mountain in the background.



A Study in Bridges—Reading from bottom to top, the old bridge at Bonner, the present highway, the railroad bridge, and at the top, construction on the new dual structure on the new Interstate 90.

A LETTER FROM CHARLES KING

The past year has been a rough one for me. Three trips to the hospital. I 'sorta' believe the last one—25 days in August—was the cure.

The Helena personnel sent me a flower plant for each session and I'll be eternally grateful for such courtesies.

When I was in the hospital in Butte in August, I received many nice cards from Department personnel and I thank them very much. One from the personnel of the Miles City division was especially memorable.

The hospital required three pints of blood for the last one. Buck Dundas, Gene Duncan, and Walter Deighton took care of that affair and I'll never be able to thank them enough.

The Butte office checked and reported on my progress practically every day and made frequent visits. Thanks!

It surely is nice and comforting, when you are confined to a hospital, to know that you have such a host of friends wishing you well! Many, many thanks!

Sincerely yours,
CHARLES S. KING

THANKS FOR THE THANKS

We always like to receive letters of a complimentary nature. Here are a couple which were unsolicited and greatly appreciated. Our thanks to the writers, and to the employees whose actions caused the letter to be written in the first place.

The Butte Division is proud of the fine performance of two of its employees, Mr. A. Vukovich and Mr. Duke Sorenson, for aiding Mrs. K. C. Pearson and her two small children in their recent predicament.

The following letter received from Mrs. Pearson tells the story:

July 22, 1963

Montana Highway Department
Franklin and LaSalle Streets,
Butte, Montana

Gentlemen:

I would like to extend my heartfelt thanks to two men in your employ—Mr. Al Vukovich and Mr. Duke Sorenson for their invaluable service on my behalf on July 18, 1963.

I was driving south on Highway 91 in a pickup truck loaded with provisions and accompanied by my two small children. These two men were repairing the road approximately five miles north of Divide, and as I passed them, they noticed that the contents of the truck were on fire.

They flagged me down and only by their quick action and courage was the truck saved from destruction. They also, with the help of a fire extinguisher, were able to save some of the contents.

Again, let me say thanks to these two fine men.

Sincerely,
MRS. K. C. PEARSON (signed)

Also received recently was this letter from Mr. Leslie A. Gritten:

August 22, 1963

Superintendent of Highways
Helena, Montana

Dear Sir:

About 3:00 p. m. on August 9, I had a punctured tire a short distance north of the St. Mary entrance to Glacier National Park.

I was not having too good a time changing the tire. Bob Peterson and an assistant drove up in a Montana Highway Department truck and made everything right for me.

I wish to express my sincere thanks for their courteous and friendly assistance.

Yours truly,
LESLIE A. GRITTEN (signature)
P. O. Box 155
Everett, Washington

INSPECT PRISONER PROJECT

Roy Sorrells, Montana Highway Commission chairman, left, Warden Edward Ellsworth and Tim Babcock were among state officials who joined State Parks Director Ashley Roberts in inspecting work at Lost Creek Canyon State Park being done by Montana prison honor crews. The prisoner project in the state park near Anaconda was undertaken this summer as an experiment designed to re-

(Continued on page 11)

FEDERAL AID PRIMARY PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface . (U. S. 87 - South of Roundup) .
102	F 207 (8)	12-31-63	0.2 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 10 - In Butte) .
	U-F 242 (16)	12-31-63	0.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 91 - In Butte) .
	F 279 (4)	12-31-63	0.5 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 10 - ByPass - In Butte) .
103	FHP 6-1 (1) *	1963	6.5 miles grade, drain, base & bituminous surface treatment . (U. S. 10 A - Idaho Line E.) .
104	[illegible]3 (12)	12-31-63	11.6 miles grade, drain, surface & plant mix bituminous surfacing . (Montana 16 - Medicine Lake N.) .
	[illegible] (13)	4-30-64	11.6 miles grass seeding (Montana 16 - Medicine Lake N.) .
105	[illegible]5 (18)	4-30-64	0.6 miles seeding & mulching . (U. S. 10 - W. of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation . (U. S. 10 A - E. of Anaconda) .
	F-FG 68 (12) U 2	12-31-63	Four prestressed concrete beam bridges, dual 70 ft. - Clark Fork and dual 148 ft. - NP. RY. (U. S. 10 A - E. of Anaconda) .
	ROW-F-FG 68 (8)	12-31-63	2.7 miles fencing . (U. S. 10 A. - E. of Anaconda) .
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface, & plant mix bituminous surface . (U. S. 212 - Laurel S.) .
108	F 67 (9)	12-31-63	1.6 miles grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil. (U. S. 91 - Main Street in Conrad) .
109	F 144 (8)	4-30-64	4.7 miles grass seeding . (U. S. 2 - Glasgow E.) .
110	U F 296 (15) U 1	12-31-63	4.2 miles (0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing . (Montana 3 - Billings N. W.) .
	F 187 (13), F 230 (7) & U 296 (14)	12-31-63	0.1 mile lighting and signing at Intersection U. S. 10, 212, 87 & 312 . (U. S. 10 - Billings) .
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface . (U. S. 87 - S. W. of Fort Benton) .
112	F 26 (6) U 2	12-31-63	1.6 miles seal coating . (U. S. 87 - Grass Range N.) .
	F 103 (10) U 2	12-31-63	7.6 miles seal coating . (U. S. 191 - Roy E.) .
	F 333 (27) U 3	12-31-63	9.7 miles seal coating . (Montana 19 - Grass Range N.) .
	F 333 (28) U 2	12-31-63	3.9 miles seal coating . (U. S. 191 - Roy Junction N.) .
113	F 76 (7)	12-31-63	20.6 miles plant mix bituminous surfacing . (U. S. 191 - N. of W. Yellowstone) .
114	F 46 (6)	12-31-63	11.3 miles plant mix bituminous surfacing . (Montana 47 - N. of Hardin) .
115	U FG 228 (16)	12-31-63	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
116	F 264 (8)	10-31-64	6.4 miles grade, drain, aggregate and plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
117	ROW F 28 (3)	12-31-63	5.8 miles fencing . (U. S. 87 - S. of Grass Range) .
	F 28 (4)	12-31-63	5.8 miles grade, drain, surface, & plant mix bituminous surfacing . (U. S. 87 - S. of Grass Range) .
118	U 149 (15)	12-31-63	0.4 mile (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface . (U. S. 87 - ByPass - Great Falls N.) .
	U FG 395 (6)	12-31-63	1.5 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement . Two concrete underpasses - GN. RY. & Smelter Avenue . (U. S. 87 - ByPass - Great Falls N.) .
119	F 235 (25)	12-31-63	7.5 miles grade, drain, surface, plant mix bituminous surface . One 81 ft. prestressed concrete beam bridge - Otter Creek . (U. S. 87 - W. of Stanford) .
	F 235 (31)	12-31-63	4.0 miles plant mix bituminous surfacing . (U. S. 87 - W. of Stanford) .
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface & plant mix bituminous surfacing . (Hysham connection to Interstate) .
121	F FG 219 (16) U 1	12-31-63	9.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 10 A - N. W. of Missoula) .
122	F 9999 (1)	1-31-64	119 miles signing . (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
123	F 191 (20) U 1	12-31-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling . (U. S. 93 - N. of Polson) .
	F 191 (22)	12-31-63	7.3 miles seeding & mulching . (U. S. 93 - N. of Polson) .
124	F 260 (7) & F 353 (8)	12-31-63	5.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 2 - W. to E. of W. Glacier) .
126	U 277 (6) & F 388 (6)	12-31-63	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals and signing . (10th Avenue S. ByPass-In Great Falls) .
127	F 184 (15)	12-31-63	1.1 miles seeding & Mulching . (U. S. 10 - N. of Deer Lodge) .
131	F 185 (6) U 2	12-31-63	0.3 miles seal coating . (U. S. 10 - W. of Livingston) .
132	F 87 (12)	12-31-63	9.9 miles plant mix bituminous surfacing . (Montana 28 - Hot Springs N. & S.) .
133	F 153 (8)	12-31-63	9.0 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 2 - E. of Dodson) .
	F 153 (9)	4-30-64	9.0 miles grass seeding . (U. S. 2 - E. of Dodson) .
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing . (Montana 20 - E. of Simms) .
135	F 42 (1) U 3	12-31-63	9.2 miles seal coating . (Montana 43 - Wisdom W.) .
136	F 214 (3) U 2	12-31-63	1.0 miles seal coating . (U. S. 12 - In Helena) .
137	F 103 (12)	12-31-63	20.4 miles plant mix bituminous surfacing . (U. S. 191 - Hilger to Roy) .
138	F 210 (3)	12-31-63	6.0 miles plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning) .
	F 227 (5)	12-31-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning) .
	F 227 (6)	12-31-63	4.3 miles grade, drain, surface, and plant mix surfacing . (U. S. 89 - N. W. of Browning) .
139	FHP 13-3 (1) *	1963	4.1 miles grade, drain & base . One 60 ft. reinforced concrete bridge-Bear Cr. One 26 ft. concrete slab bridge - Devil Creek . (U. S. 2 - SW - E. Glacier) .
140	F 209 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridge . (U. S. 191 - W. of Bozeman) .
141	F 86 (22)	4-30-64	0.8 miles seeding & mulching . (U. S. 10 - S. W. of Miles City) .
142	[illegible] (16) U 1	12-31-63	11.4 miles grade, drain & surface . (Montana 24 - S. E. of Fort Peck) .
	[illegible] (16) U 2	12-31-63	One 133 ft. prestressed concrete beam bridge - Nelson Creek . (Montana 24 - S. E. of Fort Peck) .
	[illegible]5 (17)	4-30-64	12.0 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
	F 315 (18)	4-30-64	11.4 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface . Widen one 164 ft. - Concrete T Beam Bridge to 28 ft. roadway S. Fork Sunday Creek . One 122 ft. - prestressed concrete beam bridge - N. Fork Sunday Creek . (Montana 22 - N.W. of Miles City) .

FEDERAL AID SECONDARY PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
201	S 45 (6)	12-31-63	One 215 ft. prestressed concrete beam bridge - Tongue River . (S. W. of Garland) .
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 foot welded steel plate girder bridge - Flathead River . One 128 foot prestressed concrete beam overpass - NP. RY. (Perma North) .
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 562 ft. riveted plate girder bridge . (N. of U. S. 10 & Montana 47) .
204	ROW S 412 (2)	12-31-63	3.7 miles fencing . (E. Helena - Southerly) .
	S 412 (3)	12-31-63	3.7 miles grade, drain, surface & plant mix bituminous surfacing . (E. Helena - Southerly) .
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles grade, drain, aggregate and plant mix bituminous surface . (Ekalaka South) .
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing . (Ekalaka South) .
206	S 192 (3)	12-31-63	Dual prestressed concrete beam bridges - I 90 Separation . (S. W. of Billings) .
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing . (S. of Troy) .
208	S 26 (10)	12-31-63	One 102 ft. - prestressed concrete beam bridge - Soap Creek and approaches . (S. of St. Xavier) .
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage and base . Raising of three timber bridges - Lolo Creek . (U. S. 12 - Lolo to Idaho State Line) .
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate and plant mix bituminous surfacing . One 50 ft. treated timber bridge - Drainage . (Glendive S.) .
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drain, surface & plant mix bituminous surfacing . (N. W. of W. Yellowstone) .
213	S 266 (4)	12-31-63	10.5 miles, grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Browning) .
214	S 65 (6)	12-31-63	4.9 miles grade & drain . One 245 ft. prestressed concrete beam bridge - Swan River . (S. of Big Fork E.) .
215	ROW S 370 (13)	12-31-63	Reset 239 rods of fencing . (W. of Wilsall) .
	S 370 (15)	12-31-63	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling . (W. of Wilsall) .
216	S 159 (4)	12-31-63	7.5 miles (partial grading) drain, surface, & plant mix bituminous surfacing . (Dodson S.) .
217	S 389 (3)	12-31-63	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous . (Sidney Loop) .
218	S 316 (7)	12-31-63	0.4 miles grade, drain, aggregate & plant mix bituminous surfacing . Concrete curb & gutter . (In Cut Bank) .
219	S 85 (00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles grade, drain, & surface . (Armstead W.) .
	S 85 (00) U 2 & S 85 (3) U 2	12-31-63	Three prestressed concrete beam bridges . One 92 ft. & 71 ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .
220	S 28 (7) & S 28 (8)	9-30-64	8.8 miles grade, drain, & aggregate surfacing . (McLeod S.W.) .
221	S 129 (8)	12-31-63	7.0 miles grade, drain, surface, & plant mix bituminous surfacing . (Rapelje S.) .
222	S 401 (3) U 1	12-31-63	8.2 miles grade, drain and aggregate surfacing . (Plevna S.) .
	S 401 (3) U 2	12-31-63	Two 132 ft. - prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges . (N. of Geraldine S.) .
224	S 2 (15) U 1	12-31-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Helena) .
225	S 200 (5)	12-31-63	13.2 miles (part aggregate surface) plant mix bituminous surfacing . (Froid W.) .
226	S 213 (4)	12-31-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling . (E. of Butte) .
227	S 407 (2)	10-31-64	0.3 miles grade, drain and aggregate surface. One 457 ft. welded steel plate girder bridge . - Clark Fork . (S. E. of Alberton) .
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing . (Girard W. to E.) .
229	S 49 (7) U 2	12-31-63	9.0 miles seal coating . (White Sulphur Springs N. W.) .
231	S 6 (4) U 2	12-31-63	7.0 miles seal coating . (N. of Townsend) .
233	S 291 (6) U 2	12-31-63	5.4 miles seal coating . (N. of Avon) .
234	S 398 (2)	12-31-63	9.6 miles, grade, drain, & surface . (N. W. of Baker) .
236	S 377 (2)	12-31-63	4.0 miles, grade, surface, plant mix bituminous & seal coat oiling . (Whitefish N.) .
237	S 330 (1) U 2	12-31-63	2.5 miles seal coating . (East Helena S. W.) .
240	S 13 (5) U 2	12-31-63	5.3 miles seal coating . (Rudyard N.) .
241	S 82 (1) U 2	12-31-63	5.9 miles seal coating . (Choteau N.) .
242	S 290 (13) U 2	12-31-63	9.5 miles seal coating . (N. of Geraldine) .
243	S 301 (8) U 2	12-31-63	5.0 miles seal coating . (N. of Havre) .
247	S 368 (17)	7-16-64	8.7 miles aggregate, plant mix bituminous surfacing & Seal coating . (N. of Glasgow) .
248	S [illegible]02 (3)	12-31-63	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
250	[illegible] (4)	12-31-63	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson) .
251	[illegible] (7)	12-31-63	6.3 miles grade, drain, surface & plant mix bituminous surfacing . (E. of Hardin) .

OFF SYSTEM PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
301	FHP 2 A2, B2, 12 A2 *	1963	7.2 miles grading & aggregate base . (Two Medicine Road & Approach - N. W. of E. Glacier) .
303	R AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing . (Brooks E.) .
304	FHP 59-2(1) & FL 59(1), (2)*	1963	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge) .

* - Bureau of Public Roads Projects .

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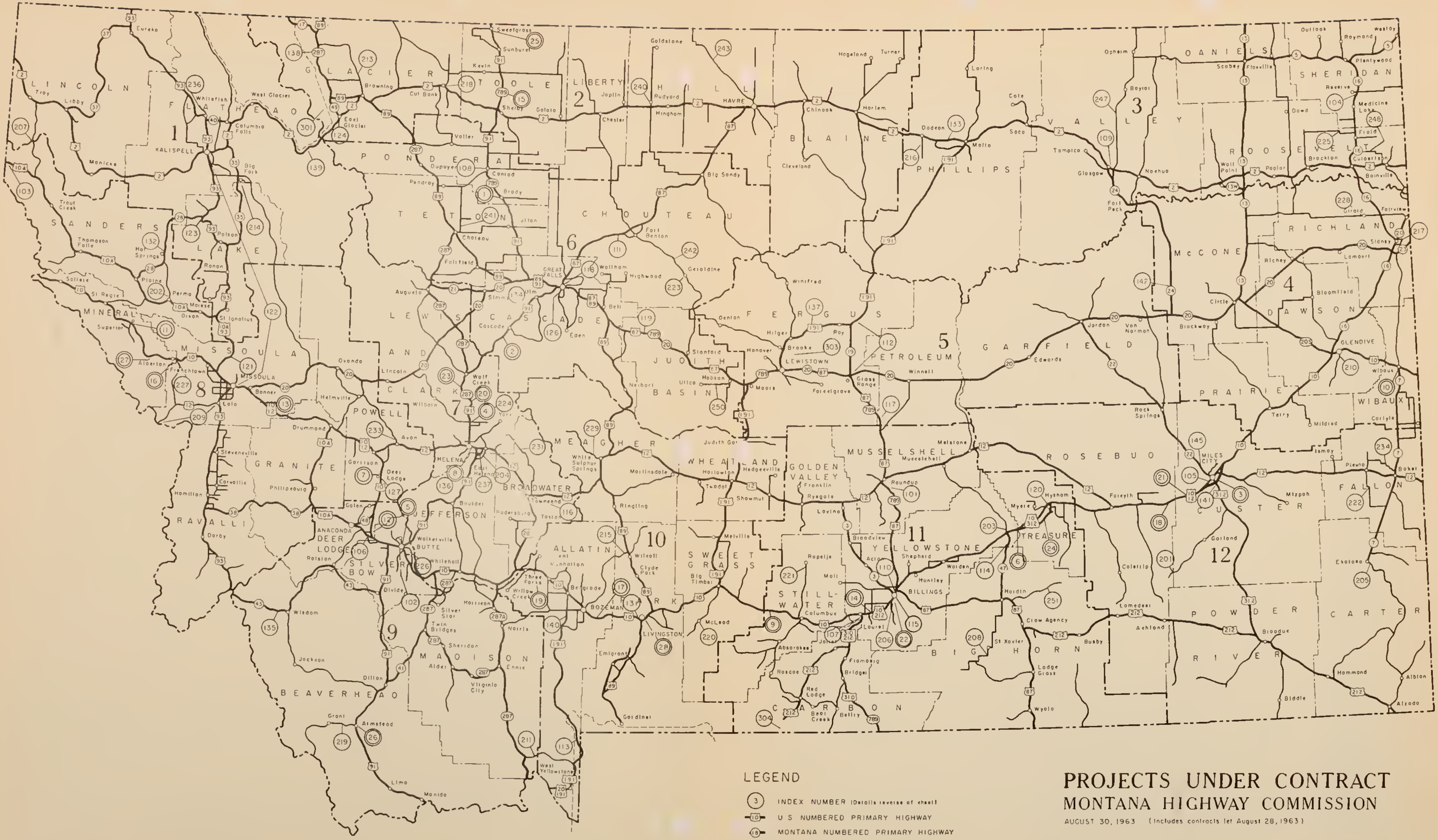
LINCOLN
FLATHEAD
GLACIER
TOOLE
LIBERTY
HILL
BLAINE
PHILLIPS
VALLEY
DANIELS
SHERIDAN
ROOSEVELT
SANDERS
LAKE
PONDERA
TETON
CHOUTEAU
MINERAL
MISSOULA
LEWIS AND CLARK
CASCADE
JUDITH BASIN
FERGUS
PETROLEUM
GARFIELD
McCONE
RICHLAND
DAWSON
PRAIRIE
WIBAUX
POWELL
GRANITE
MEAGHER
WHEATLAND
GOLDEN VALLEY
MUSSELSHELL
ROSEBUD
CUSTER
FALLON
RAVALLI
DEER LODGE
SILVER BOW
JEFFERSON
BROADWATER
GALLATIN
SWEET GRASS
STILLWATER
YELLOWSTONE
TREASURE
BIG HORN
POWDER RIVER
CARTER
BEAVERHEAD
MADISON
PARK
CARBON
1
2
3
4
5
6
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8
9
10
11
12

LEGEND

③ INDEX NUMBER (Details reverse of sheet)
⑩ U S NUMBERED PRIMARY HIGHWAY
⑱ MONTANA NUMBERED PRIMARY HIGHWAY
— SECONDARY HIGHWAY
10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

AUGUST 30, 1963 (Includes contracts let August 28, 1963)

FEDERAL AID INTERSTATE PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1	7-1-64	11.6 miles grade, drain, surface and plant mix bituminous surfacing . (U. S. 91 - Brady S. to N.) .
	I 15-6 (5) 312 U 2	7-1-64	1.0 mile fencing . (U. S. 91 - Brady S. to N.) .
	I 15-7 (3) 312 U 3	7-1-64	10.6 miles fencing . (U. S. 91 - Brady S. to N.) .
	I 15-7 (3) 312 U 2	12-31-63	Two prestressed concrete bridges. One 183 ft. Brady Interchange & one 153 ft. County Road Separation . (U. S. 91 - Brady S. to N.) .
	I 15-6 (6) 311 & I 15-7 (4) 312	7-1-64	11.6 miles signing and delineation . (U. S. 91 - Brady S. to N.) .
2	I 15-5 (13) 239 U 4	12-31-63	9.7 miles seal coating . (U. S. 91 - S. to N. of Cascade) .
3	I 94-4 (10) 127	12-31-63	20.9 miles signing and delineation . (U. S. 10 - W. to E. of Miles City) .
4	I 15-4 (6) 186 U 1	12-31-63	8.2 miles four-lane divided, grade, drain, surface, plant mix bituminous & seal coating . (U. S. 91 - Helena N.) . Weigh Station .
	I 15-4 (6) 186 U 4	12-31-63	8.2 miles fencing and cattle guards . (U. S. 91 - Helena N.) .
	I 15-4 (11) 182	4-30-64	28.2 miles seeding & mulching . (U. S. 91 - S. of Helena N.) .
	I 15-4 (15) 186	12-31-63	8.2 miles signing . (U. S. 91 - Helena N.) .
5	I 15-2 (14) 127 U 1	12-31-63	2.7 miles four-lane divided, grade, drain, surface, concrete paving, plant mix bituminous, seal coat oil. (U. S. 91 - In Butte) .
	I 15-2 (14) 127 U 2	12-31-63	2.7 miles fencing . (U. S. 91 - In Butte) .
	I-IG 15-2 (17) 130 U 1	12-31-63	1.5 miles grade, four-lane divided, drain, surface, plant mix bituminous, seal coat oiling . (U. S. 91 - Butte E.) .
	I-IG 15-2 (17) 130 U 3	12-31-63	1.5 miles fencing . (U. S. 91 - Butte E.) .
	I-IG 15-2 (16) 126 U 1 & I 115-2 (2) 126 U 1	9-30-64	2.6 miles grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling . (U. S. 91 - Butte W.) .
	I-IG 15-2 (16) 126 U 2 & I 115-2 (2) 126 U 2	9-30-64	Five structures . Two prestressed concrete beam overpasses . One 301 & 321 ft. BA&P RY. & CMSTP&P RR. Three steel & concrete overpasses . One 442 & 489 ft. NP RY & Clark Fork . One 244 ft. W. Butte Interchange . (U. S. 91 - Butte W .) .
	I-IG 15-2 (16) 126 U 3	9-30-64	2.2 miles fencing . (U. S. 91 - Butte W .) .
	I 115-2 (2) 126 U 3	9-30-64	0.4 mile fencing . (U. S. 91 - Butte W.) .
	I-IG 15-2 (16) 126 U 4	12-31-63	Dual 463 ft. steel & concrete overpasses - NP RY & CMSTP&P RR . (U. S. 91 - Butte W.) .
	I 15-2 (19) 126	10-15-64	5.5 miles signing, delineation & lighting . (U. S. 91 - W. of Butte E.) .
6	I 94-1 (6) 50 U 1 & I 94-2 (4) 51 U 1	12-31-63	5.5 miles grade, drain, surface, & plant mix bituminous surfacing . (U. S. 10 - W. of Hysham) .
	I 94-1 (6) 50 U 2	12-31-63	1.3 miles fencing . (U. S. 10 - W. of Hysham) .
	I 94-2 (4) 51 U 3	12-31-63	4.2 miles fencing . (U. S. 10 - W. of Hysham) .
	I 94-2 (5) 55 U 1	12-31-63	6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing . (U. S. 10 - S. W. of Hysham) .
	I 94-2 (5) 55 U 2	12-31-63	6.4 miles fencing . (U. S. 10 - S. W. of Hysham) .
7	I 90-3 (11) 180	12-31-63	8.6 miles seeding & mulching . (U. S. 10 - N. & S. of Deer Lodge) .
8	I-IG-IAG 15-4 (4) 182 U 5 & I 15-4 (5) 185 U 3	12-31-63	4.0 miles seal coating . (U. S. 91 - Helena S.) .
9	I 90-7 (8) 387 U 1 & I-IG 90-8 (12) 388 U 1	12-31-63	5.9 miles grade, drain, surface, plant mix bituminous & seal coat oiling . Frontage Roads . (U. S. 10 - W. of Columbus) .
	I-IG 90-8 (12) 388 U 2	12-31-63	4.6 miles grade, drain, surface, plant mix bituminous, seal coat oil . Frontage Roads . (U. S. 10 - W. of Columbus) .
	I 90-7 (8) 387 U 3	12-31-63	5.9 miles fencing . (U. S. 10 - W. of Columbus) .
	I-IG 90-8 (12) 388 U 4	12-31-63	4.6 miles fencing . (U. S. 10 - W. of Columbus) .
	I 90-7 (11) 387 & I 90-8 (18) 388	12-31-63	10.5 miles signing & delineation . (U. S. 10 - W. of Columbus) .
10	I 94-7 (6) 233	4-30-64	15.2 miles seeding & mulching . (U. S. 10 - W. of Wibaux E.) .
11	I 90-1 (16) 43	8-30-63	6.7 miles seeding & mulching . (U. S. 10 - N. & S. of Superior) .
12	I-IG 90-4 (7) 205 U 1	9-1-64	4.5 miles four-lane divided, grade, drain, cement stabilized base, surfacing & plant mix bituminous surfacing. Frontage roads, rest areas, signing & delineation . (U. S. 10 - S. of Deer Lodge) .
	I-IG 90-4 (7) 205 U 2	6-30-64	Three prestressed concrete beam structures . One 206 - ft. Anaconda Interchange. Dual 211 ft. overpasses-CMSTP&P RR. (U. S. 10 - S. of Deer Lodge) .
	I-IG 90-4 (7) 205 U 3	12-31-63	4.5 miles fencing . (U. S. 10 - S. of Deer Lodge) .
13	I-IG 90-2 (10) 110 U 1	7-1-64	4.3 miles four-lane divided, grade, drain, surface, & plant mix bituminous surfacing . (U. S. 10 - W. of Bonner E .) .
	I 90-2 (11) 114 U 1	9-1-64	4.9 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Frontage Roads . (U. S. 10 - S. E. of Bonner) .
	I 90-2 (11) 114 U 2	7-1-64	4.9 miles fencing . (U. S. 10 - S. E. of Bonner) .
	I-IG 90-2 (10) 110 U 2	12-31-63	4.3 miles fencing . (U. S. 10 - W. of Bonner E.) .
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight structures . Dual 343 ft. Steel Plate Girder - Blackfoot River . Six prestressed concrete beams, dual 153 ft. - CMSTP&P RR. Dual 118 ft. frontage road separation . Dual 118 ft. - Turah Interchange . (U. S. 10 - W. of Bonner E.) .
	I-IG 90-2 (10) 110 U 4	5-31-64	Dual 327 & 357 ft. steel girder overpass - NP. RY. (U. S. 10 - W. of Bonner E.) .
	I 90-2 (22) 108	5-31-65	Four continuous welded steel plate girder bridges - Dual 455 ft. & dual 404 ft. - Clark Fork . (U. S. 10 - West of Bonner East) .
	I 90-2 (23) 110	5-31-64	One 245 ft. - prestressed concrete beam underpass - U. S. 10 . (U. S. 10 - W. of Bonner) .
14	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface . Weigh Station . (U. S. 10 - Laurel E.) .
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight structures, two 364 ft. steel overpasses (U. S. 212 - Laurel Interchange) six prestressed concrete beam structures, one 245 ft. county road separation , two 118 ft. - Mossmain Interchange & three 40 ft. - B.B.W.A. Canal . (U. S. 10 - Laurel E.) .
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles fencing . (U. S. 10 - Laurel E.) .
15	I 15-8 (14) 357 U 1	11-1-64	12.0 miles, grade, drain, surface, plant mix bituminous surface, rest area & signing . (U. S. 91 - N. of Shelby) .
	I 15-8 (14) 357 U 2	12-31-64	Two prestressed concrete beam structures, one 168 ft. - Co. Rd. Interchange, One 118 ft. - Oilmont Interchange . (U. S. 91 - N. of Shelby).
	I 15-8 (14) 357 U 3	12-31-63	12.0 miles fencing . (U. S. 91 - N. of Shelby) .
16	I 90-1 (17) 75 U 1	12-31-63	2.8 miles (1.1 miles foer-lane divided) grade, drain, surface, plant mix bituminous serface . Frontage Roads . (U. S. 10 - Alberton W.).
	I 90-2 (16) 81	9-30-64	One 879 ft. welded steel plate girder bridge - Clark Fork . Dual 123 ft. prestressed concrete beam bridges-Nine Mile Interchange . (U. S. 10 - E. of Alberton) .
	I-IG 90-2 (18) 82	11-30-64	One 981 ft. welded steel plate girder bridge - Clark Fork & CMSTP&P RR . (U. S. 10 - E. of Alberton) .
	I 90-1 (17) 75 U 3	12-31-63	2.6 miles fencing . (U. S. 10 - Alberton W.) .
	I 90-2 (13) 78 U 1	12-31-63	2.2 miles grade, drain, surface, plant mix bituminous serface. One 17 ft. concrete slab junior grade separation . (U. S. 10 - Alberton E.) .
	I 90-2 (13) 78 U 3	12-31-63	2.2 miles fencing . (U. S. 10 - Alberton E.) .
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing . (U. S. 10 - E. of Alberton) .
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles fencing . (U. S. 10 - E. of Alberton) .
	I 90-1 (20) 75	12-31-63	2.8 miles signing and delineation . (U. S. 10 - Alberton West) .
	I 90-2 (19) 78	12-31-63	2.2 miles signing and delineation . (U. S. 10 - Alberton E.) .
17	I-IG 90-6 (2) 309 U 1	12-31-63	5.3 miles, four-lane divided, grade, drain, surface, plant mix bituminous, seal coat oil . Four prestressed concrete beam structures . Dual 113 ft. overpasses-Bear Creek Interchange . Dual 128 ft. overpasses-Trail Creek Interchange . Dual 335 ft. steel & concrete overpasses - NP. RY. (U. S. 10 - E. of Bozeman) .
	I-IG 90-6 (2) 309 U 2	12-31-63	5.3 miles fencing . (U. S. 10 - E. of Bozeman) .
	I 90-6 (2) 309 U 3	12-31-63	5.3 miles signing & delineation . (U. S. 10 - E. of Bozeman) .
	I 90-6 (12) 309	4-30-64	5.3 miles seeding & mulching . (U. S. 10 - E. of Bozeman .
18	I 94-3 (7) 114 U 4	12-31-63	4.9 miles signing & delineation . (U. S. 10 - E. of Forsyth) .
	I 90-3 (8) 114	4-30-64	4.9 miles seeding & mulching . (U. S. 10 - E. of Forsyth) .
19	I-IG 90-6 (5) 276 U 1	12-31-63	5.5 miles four-lane divided, grade, drain, & one 235 ft. prestressed concrete beam underpass-Three Forks Interchange . Plant mix bituminous surfacing on relocation of U. S. 10 - Frontage Roads . (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (5) 276 U 2	12-31-63	5.5 miles fencing . (U. S. 10 - E. of Three Forks) .
	I 90-6 (7) 278	12-31-63	Four prestressed concrete beam bridges, dual 128 ft. - Lower Madison Road Separation, dual 143 ft. - Logan Interchange . (U. S. 10 - E. of Three Forks) .
	I 90-6 (8) 277	12-31-63	Four prestressed concrete beam bridges, dual 143 ft. - Middle Fork Madison River, dual 192 ft. - East Fork Madison River . (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (9) 276	6-30-64	Dual 735 & 624 ft. prestressed concrete beam structures - CMSTP&P RR., NP. RY, and Madison River . (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (10) 282 U 1	7-31-64	5.0 miles four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158 ft. - CMSTP&P RR. One 235 ft. - Manhattan Interchange . (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (10) 282 U 2	7-31-64	5.0 miles fencing . (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (15) 276	9-28-64	10.5 miles cement stabilized base, aggregate surfacing, concrete pavement and signing . (U. S. 10 - E. of Three Forks) .
20	I 15-4 (9) 194 U 1	12-31-63	12.7 miles (7.7 miles four-lane divided) grade, drain, surface, plant mix bituminous, seal coat oil. Dual 118 ft. prestressed concrete beam overpasses - Gates of The Mountains Interchange . (U. S. 91 - N. of Helena) .
	I 15-4 (9) 194 U 2	12-31-63	12.7 miles fencing and cattle guards . (U. S. 91 - N. of Helena) .
	I 15-4 (12) 207 U 1	12-31-63	3.4 miles (2.3 miles four-lane divided) grade, drain, surface, plant mix bituminoes, seal coat oil. (U. S. 91 - N. of Helena) .
	I 15-4 (16) 194	12-31-63	12.7 miles signing . (U. S. 91 - Helena N.) .
	I 15-4 (17) 204	12-31-63	3.4 miles signing . (U. S. 91 - Helena N.) .
21	I 94-4 (12) 119 U 3	12-31-63	8.6 miles signing & delineation . (U. S. 10 - W. of Miles City) .
	I 94-4 (11) 119	4-30-64	28.7 miles seeding & mulching . (U. S. 10 - W. of Miles City E.) .
22	I 90-8 (11) 444	12-31-63	Dual prestressed concrete beam bridges, 185 & 190 ft. - West Billings Interchange . (U. S. 10 - S. W. of Billings) .
23	I 15-4 (18) 210 U 1 & I 15-4 (21) 210	11-30-64	2.1 miles four-lane divided, grading, drain, surfacing, plant mix bituminous surfacing & signing . (U. S. 91 - S. of Wolf Creek) .
	I 15-4 (18) 210 U 2	11-30-64	2.1 miles fencing . (U. S. 91 - S. of Wolf Creek) .
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534 ft. - Spring Creek Interchange, GN. RY. / Prickly Pear Creek, dual 135 ft. - Lyons Creek Separation . U. S. 91 - S. of Wolf Creek) .
	I 15-4 (20) 212 U 1	9-30-64	5.8 miles grade, aggregate surface, plant mix bituminous surface and signing . Rest Area . (U. S. 91 - Wolf Creek S.) .
	I 15-4 (20) 212 U 2	9-30-64	5.8 miles fencing . (U. S. 91 - Wolf Creek S.) .
	I 15-4 (22) 210	11-30-64	Dual 519 ft. - Steel Bridge - Little Prickly Pear Creek . (U. S. 91 - Wolf Creek S.) .
24	I 94-2 (6) 61 U 1	9-1-64	5.6 miles grade, drain, surface & plant mix bituminous surfacing . One 143 ft. prestressed concrete beam overpass - Hysham Interchange . (U. S. 10 - S. W. of Hysham) .
	I 94-2 (6) 61 U 2	9-1-64	5.6 miles fencing . (U. S. 10 - S. W. of Hysham) .
25	I 15-8 (11) 383 U 2	12-31-63	4.5 miles fencing . (U. S. 91 - Sweetgrass S.) .
	I 15-8 (11) 383 U 1	11-15-64	4.5 miles (1.2 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing & signing . One 256 ft. prestressed concrete beam bridge - Sweetgrass Interchange . (U. S. 91 - Sweetgrass S.) .
26	I 15-1 (11) 37 U 4	12-31-63	7.8 miles seal coating . (U. S. 91 - Armstead South) .
	I 15-1 (17) 46 U 1	9-30-64	5.3 miles grade, drain, surface, plant mix bituminous surface. One 17 ft. concrete slab junior grade separation & signing . (U. S. 91 - Armstead North) .
	I 15-1 (17) 46 U 2	7-31-64	One 401 ft. - welded plate girder & one 163 ft. - prestressed concrete beam bridge - Beaverhead River . (U. S. 91 - Armstead N.) .
	I 15-1 (17) 46 U 3	9-30-64	5.3 miles fencing . (U. S. 91 - Armstead N.) .
27	I 90-1 (21) 67	6-30-65	One 807 footcontinuous welded plate girder bridge - Clark Fork (U. S. 10 - West of Alberton .
28	I-IG 90-7 (9) 327 U 5	12-31-63	11.8 miles seal coating . (U. S. 10 - Livingston W. to E.) .

FEDERAL AID PRIMARY PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminoes surface . (U. S. 87 - South of Roundup) .
102	F 207 (8)	12-31-63	0.2 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling . (U. S. 10 - In Butte) .
	U-F 222 (16)	12-31-63	0.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 91 - In Butte) .
	F 279 (4)	12-31-63	0.5 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 10 - ByPass - In Butte) .
103	FHP 6-1 (1) *	1963	6.5 miles grade, drain, base & bituminous surface treatment . (U. S. 10 A - Idaho Line E.) .
104	[illegible] (12)	12-31-63	11.6 miles grade, drain, surface & plant mix bituminous surfacing . (Montana 16 - Medicine Lake N.) .
	(13)	4-30-64	11.6 miles grass seeding (Montana 16 - Medicine Lake N.) .
105	[illegible] (18)	4-30-64	0.6 miles seeding & mulching . (U. S. 10 - W. of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation . (U. S. 10 A - E. of Anaconda) .
	F-FG 68 (12) U 2	12-31-63	Four prestressed concrete beam bridges, dual 70 ft. - Clark Fork and dual 148 ft. - NP. RY. (U. S. 10 A - E. of Anaconda) .
	ROW-F-FG 68 (8)	12-31-63	2.7 miles fencing . (U. S. 10 A. - E. of Anaconda) .
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface, & plant mix bituminous surface . (U. S. 212 - Laurel S.) .
108	F 67 (9)	12-31-63	1.6 miles grade, drain, surface, stabilized base surface, plant mix bituminous, seal coat oil. (U. S. 91 - Main Street in Conrad) .
109	F 144 (8)	4-30-64	4.7 miles grass seeding . (U. S. 2 - Glasgow E.) .
110	U F 296 (15) U 1	12-31-63	4.2 miles (0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing . (Montana 3 - Billings N. W.) .
	F 187 (13), F 230 (7) & U 296 (14)	12-31-63	0.1 mile lighting and signing at intersection U. S. 10, 212, 87 & 312 . (U. S. 10 - Billings) .
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface . (U. S. 87 - S. W. of Fort Benton) .
112	F 26 (6) U 2	12-31-63	1.6 miles seal coating . (U. S. 87 - Grass Range N.) .
	F 103 (10) U 2	12-31-63	7.6 miles seal coating . (U. S. 191 - Roy E.) .
	F 333 (27) U 3	12-31-63	9.7 miles seal coating . (Montana 19 - Grass Range N.) .
	F 333 (28) U 2	12-31-63	3.9 miles seal coating . (U. S. 191 - Roy Junction N.) .
113	F 76 (7)	12-31-63	20.6 miles plant mix bituminous surfacing . (U. S. 191 - N. of W. Yellowstone) .
114	F 46 (6)	12-31-63	11.3 miles plant mix bituminous surfacing . (Montana 47 - N. of Hardin) .
115	U FG 228 (16)	12-31-63	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
116	F 264 (8)	10-31-64	6.4 miles grade, drain, aggregate and plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
117	ROW F 28 (3)	12-31-63	5.8 miles fencing . (U. S. 87 - S. of Grass Range) .
	F 28 (4)	12-31-63	5.8 miles grade, drain, surface, & plant mix bituminous surfacing . (U. S. 87 - S. of Grass Range) .
118	U 149 (15)	12-31-63	0.4 mile (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface . (U. S. 87 - ByPass - Great Falls N.) .
	U FG 395 (6)	12-31-63	1.5 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & concrete pavement . Two concrete underpasses - GN. RY. & Smelter Avenue . (U. S. 87 - ByPass - Great Falls N.) .
119	F 235 (25)	12-31-63	7.5 miles grade, drain, surface, plant mix bituminous surface . One 81 ft. prestressed concrete beam bridge - Otter Creek . (U. S. 87 - W. of Stanford) .
	F 235 (31)	12-31-63	4.0 miles plant mix bituminous surfacing . (U. S. 87 - W. of Stanford) .
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface & plant mix bituminoes surfacing . (Hysham connection to Interstate) .
121	F FG 219 (16) U 1	12-31-63	9.8 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 10 A - N. W. of Missoula) .
122	F 9999 (1)	1-31-64	119 miles signing . (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
123	F 191 (20) U 1	12-31-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling . (U. S. 93 - N. of Polson) .
	F 191 (22)	12-31-63	7.3 miles seeding & mulching . (U. S. 93 - N. of Polson) .
124	F 260 (7) & F 353 (8)	12-31-63	5.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (U. S. 2 - W. to E. of W. Glacier) .
126	U 277 (6) & F 388 (6)	12-31-63	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals and signing . (10th Avenue S. ByPass-In Great Falls) .
127	F 184 (15)	12-31-63	1.1 miles seeding & Mulching . (U. S. 10 - N. of Deer Lodge) .
131	F 185 (6) U 2	12-31-63	0.3 miles seal coating . (U. S. 10 - W. of Livingston) .
132	F 87 (12)	12-31-63	4.9 miles plant mix bituminous surfacing . (Montana 28 - Hot Springs N. & S.) .
133	F 153 (8)	12-31-63	9.0 miles grade, drain, surface & plant mix bituminous surfacing . (U. S. 2 - E. of Dodson) .
	F 153 (9)	4-30-64	9.0 miles grass seeding . (U. S. 2 - E. of Dodson) .
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing . (Montana 20 - E. of Simms) .
135	F 42 (1) U 3	12-31-63	9.2 miles seal coating . (Montana 43 - Wisdom W.) .
136	F 214 (3) U 2	12-31-63	1.0 miles seal coating . (U. S. 12 - In Helena) .
137	F 103 (12)	12-31-63	20.4 miles plant mix bituminous surfacing . (U. S. 191 - Hilger to Roy) .
138	F 210 (3)	12-31-63	6.0 miles plant mix bituminoes surfacing . (U. S. 89 - N. W. of Browning) .
	F 227 (5)	12-31-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - N. W. of Browning) .
	F 227 (6)	12-31-63	4.3 miles grade, drain, surface, and plant mix surfacing . (U. S. 89 - N. W. of Browning) .
139	FHP 13-3 (1) *	1963	4.1 miles grade, drain & base . One 60 ft. reinforced concrete bridge-Bear Cr. One 26 ft. concrete slab bridge - Devil Creek . (U. S. 2 - SW - E. Glacier) .
140	F 207 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20 ft. concrete bridge . (U. S. 191 - W. of Bozeman) .
141	F 86 (22)	4-30-64	0.8 miles seeding & mulching . (U. S. 10 - S. W. of Miles City) .
142	(16) U 1	12-31-63	11.4 miles grade, drain & surface . (Montana 24 - S. E. of Fort Peck) .
	(16) U 2	12-31-63	One 133 ft. prestressed concrete beam bridge - Nelson Creek . (Montana 24 - S. E. of Fort Peck) .
	[illegible] (17)	4-30-64	12.0 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
	F 315 (18)	4-30-64	11.4 miles grass seeding . (Montana 24 - S. E. of Fort Peck) .
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface . Widen one 164 ft. - Concrete T Beam bridge to 28 ft. roadway S. Fork Sunday Creek . One 122 ft. - prestressed concrete beam bridge - N. Fork Sunday Creek . (Montana 22 - N.W. of Miles City) .

FEDERAL AID SECONDARY PROJECTS

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
201	S 45 (6)	12-31-63	One 215 ft. prestressed concrete beam bridge - Tongue River . (S. W. of Garland) .
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650 foot welded steel plate girder bridge - Flathead River . One 128 foot prestressed concrete beam overpass - NP. RY. (Perma North) .
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 562 ft. riveted plate girder bridge . (N. of U. S. 10 & Montana 47) .
204	ROW S 412 (2)	12-31-63	3.7 miles fencing . (E. Helena - Southerly) .
	S 412 (3)	12-31-63	3.7 miles grade, drain, surface & plant mix bituminous surfacing . (E. Helena - Southerly) .
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles grade, drain, aggregate and plant mix bituminous surface . (Ekalaka South) .
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing . (Ekalaka South) .
206	S 192 (3)	12-31-63	Dual prestressed concrete beam bridges - I 90 Separation . (S. W. of Billings) .
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing . (S. of Troy) .
208	S 26 (10)	12-31-63	One 102 ft. - prestressed concrete beam bridge - Soap Creek and approaches . (S. of St. Xavier) .
209	FHP 11-1 (1) & S 391-1 FH *	1963	32.5 miles grading, drainage and base . Raising of three timber bridges - Lolo Creek . (U. S. 12 - Lolo to Idaho State Line) .
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate and plant mix bituminous surfacing . One 50 ft. treated timber bridge - Drainage . (Glendive S.) .
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drain, surface & plant mix bituminous surfacing . (N. W. of W. Yellowstone) .
213	S 266 (4)	12-31-63	10.5 miles, grade, drain, surface, plant mix bituminoes & seal coat oiling . (N. of Browning) .
214	S 65 (6)	12-31-63	4.9 miles grade & drain . One 245 ft. prestressed concrete beam bridge - Swan River . (S. of Big Fork E.) .
215	ROW S 370 (13)	12-31-63	Reset 239 rods of fencing . (W. of Wilsall) .
	S 370 (15)	12-31-63	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling . (W. of Wilsall) .
216	S 159 (4)	12-31-63	7.5 miles (partial grading) drain, surface, & plant mix bituminous surfacing . (Dodson S.) .
217	S 389 (3)	12-31-63	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous . (Sidney Loop) .
218	S 316 (7)	12-31-63	0.4 miles grade, drain, aggregate & plant mix bituminous surfacing . Concrete curb & gutter . (In Cut Bank) .
219	S 85 (00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles grade, drain, & surface . (Armstead W.) .
	S 85 (00) U 2 & S 85 (3) U 2	12-31-63	Three prestressed concrete beam bridges . One 92 ft. & 71 ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .
220	S 28 (7) & S 28 (8)	9-30-64	8.8 miles grade, drain, & aggregate surfacing . (McLeod S.W.) .
221	S 129 (8)	12-31-63	7.0 miles grade, drain, surface, & plant mix bituminous surfacing . (Rapelje S.) .
222	S 401 (3) U 1	12-31-63	8.2 miles grade, drain and aggregate surfacing . (Plevna S.) .
	S 401 (3) U 2	6-30-64	Two 132 ft. - prestressed concrete beam bridges - Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges . (N. of Geraldine S.) .
224	S 2 (15) U 1	12-31-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling . (N. of Helena) .
225	S 200 (5)	12-31-63	13.2 miles (part aggregate surface) plant mix bituminous surfacing . (Froid W.) .
226	S 213 (4)	12-31-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling . (E. of Belt) .
227	S 407 (2)	10-31-64	0.3 miles grade, drain and aggregate surface. One 457 ft. welded steel plate girder bridge . - Clark Fork . (S. E. of Alberton) .
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing . (Girard W. to E.) .
229	S 49 (7) U 2	12-31-63	9.0 miles seal coating . (White Sulphur Springs N. W.) .
231	S 6 (4) U 2	12-31-63	7.0 miles seal coating . (N. of Townsend) .
233	S 271 (6) U 2	12-31-63	5.4 miles seal coating . (N. of Avon) .
234	S 398 (2)	12-31-63	9.6 miles, grade, drain, & surface . (N. W. of Baker) .
236	S 377 (2)	12-31-63	4.0 miles, grade, surface, plant mix bituminoes & seal coat oiling . (Whitefish N.) .
237	S 330 (1) U 2	12-31-63	2.5 miles seal coating . (East Helena S. W.) .
240	S 13 (5) U 2	12-31-63	5.3 miles seal coating . (Rudyard N.) .
241	S 82 (1) U 2	12-31-63	5.9 miles seal coating . (Choteau N.) .
242	S 290 (13) U 2	12-31-63	7.5 miles seal coating . (N. of Geraldine) .
243	S 301 (8) U 2	12-31-63	5.0 miles seal coating . (N. of Havre) .
247	S 368 (17)	7-16-64	8.7 miles aggregate, plant mix bituminous surfacing & Seal coating . (N. of Glasgow) .
248	S [illegible] (3)	12-31-63	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
250	(4)	12-31-63	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous serfacing . (Utica to Hobson) .
251	(7)	12-31-63	6.3 miles grade, drain, serface & plant mix bituminous surfacing . (E. of Hardin .

OFF SYSTEM PROJECTS

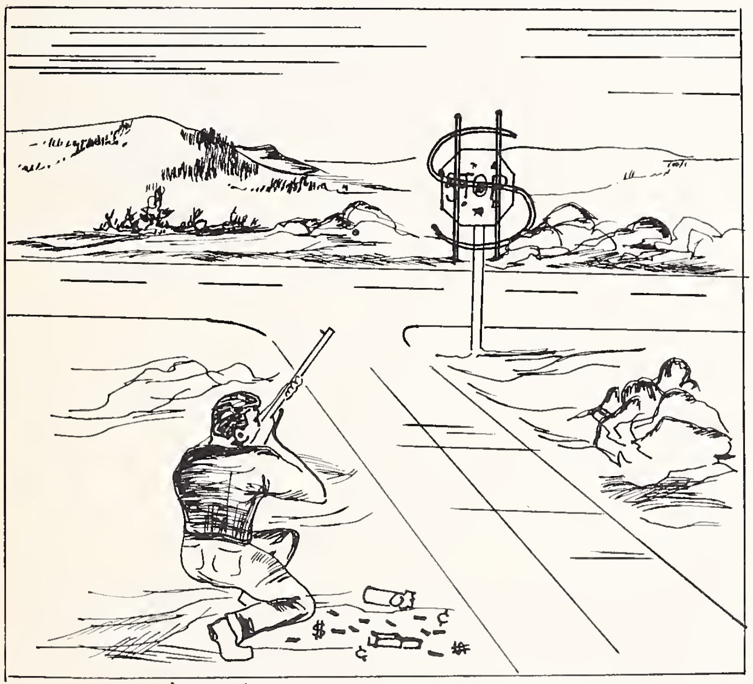
MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH TYPE OF CONSTRUCTION AND LOCATION
301	[illegible] 2 A2, R2, 12 A2 *	1963	7.2 miles grading & aggregate base . (Two Medicine Road & Approach - N. W. of E. Glacier) .
303	R AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing . (Brooks E.) .
304	FHP 59-2(1) & FL 59(1), (2.*	1963	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge) .

* - Bureau of Public Roads Projects .

(Continued from page 6)

habilitate prisoners and improve the state parks. Only select prisoners qualify for the work crews and they are under constant guard. At Lost Creek Canyon, the crews are building trails, erecting barriers, thinning underbrush and performing other work assignments. The program may be expanded to other areas of the state next year, based on achievements this summer.

SIGN SEASON ALWAYS CLOSED



¢O$TLY AMMUNITION

Almost a half million dollars of Highway funds are spent annually to erect signs, and to replace damaged ones.

Normal deterioration is understandable, and the original cost is a legitimate expenditure, but *vandalism* is inexcusable!

TRUCK LIMIT 50
STOP
LF CREEK 16
GREAT FALLS 73
SCHOOL BUS
LOADING OR UNLOADING

Most of the sign damage is caused by firearms. Some would-be marksmen apparently fire from their automobiles as they travel down the highways. In some instances, pop bottles or rocks are thrown from moving vehicles, which damage the signs, in some cases irreparably.

All employees of the Highway Department are urged to keep a sharp lookout and if anyone is seen wilfully damaging Highway property, report it to the Highway Patrol.

The Fish and Game Commission is interested in this situation, too. Their department is the enforcing agency for anyone caught shooting from or across a public highway.

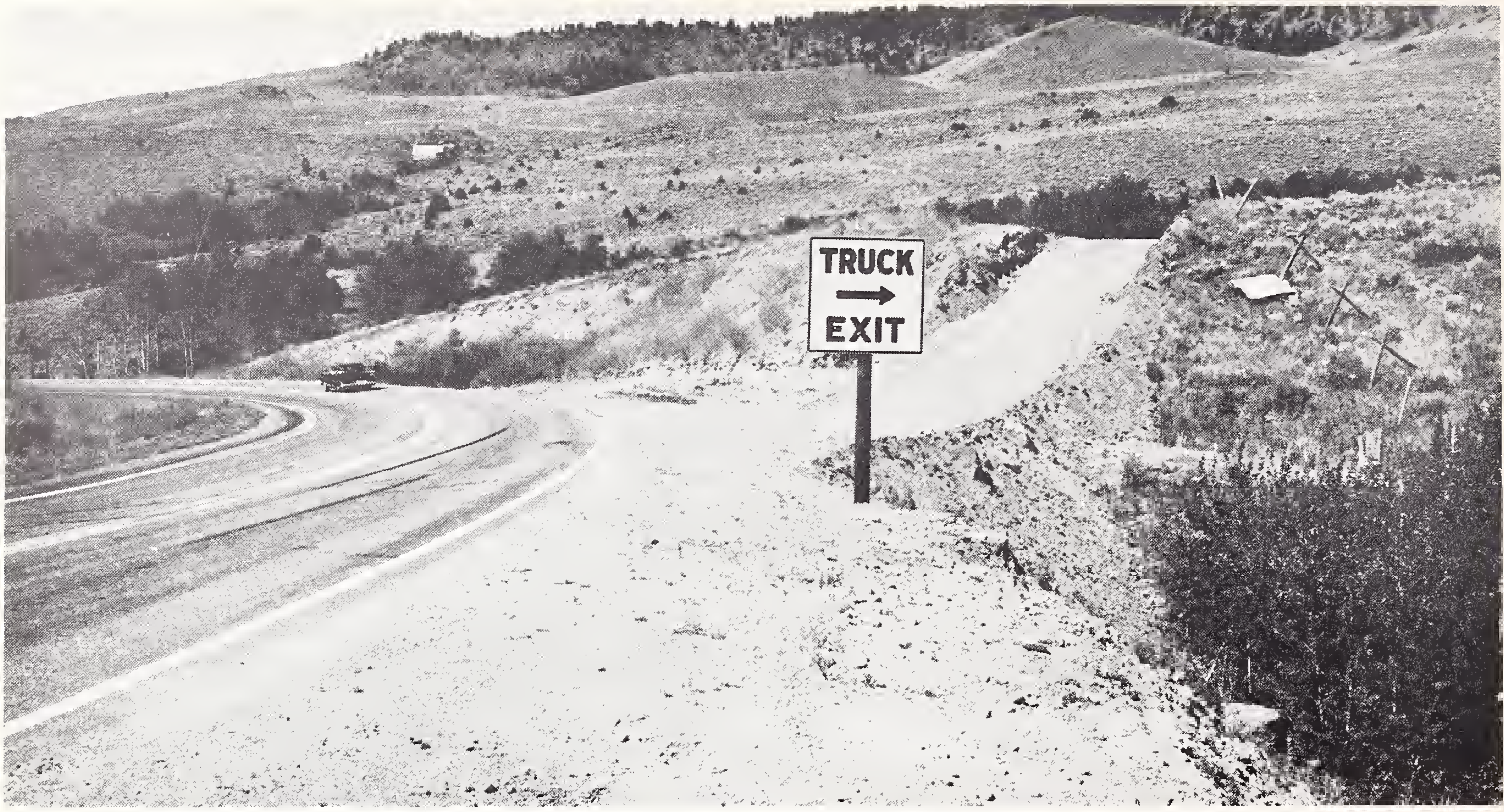
It costs the taxpayers money to have damaged signs replaced, and even the one who does the shooting helps pay the bill.

Signs are expensive, too. A standard 30-inch stop sign costs $10.15, plus the cost of erection.

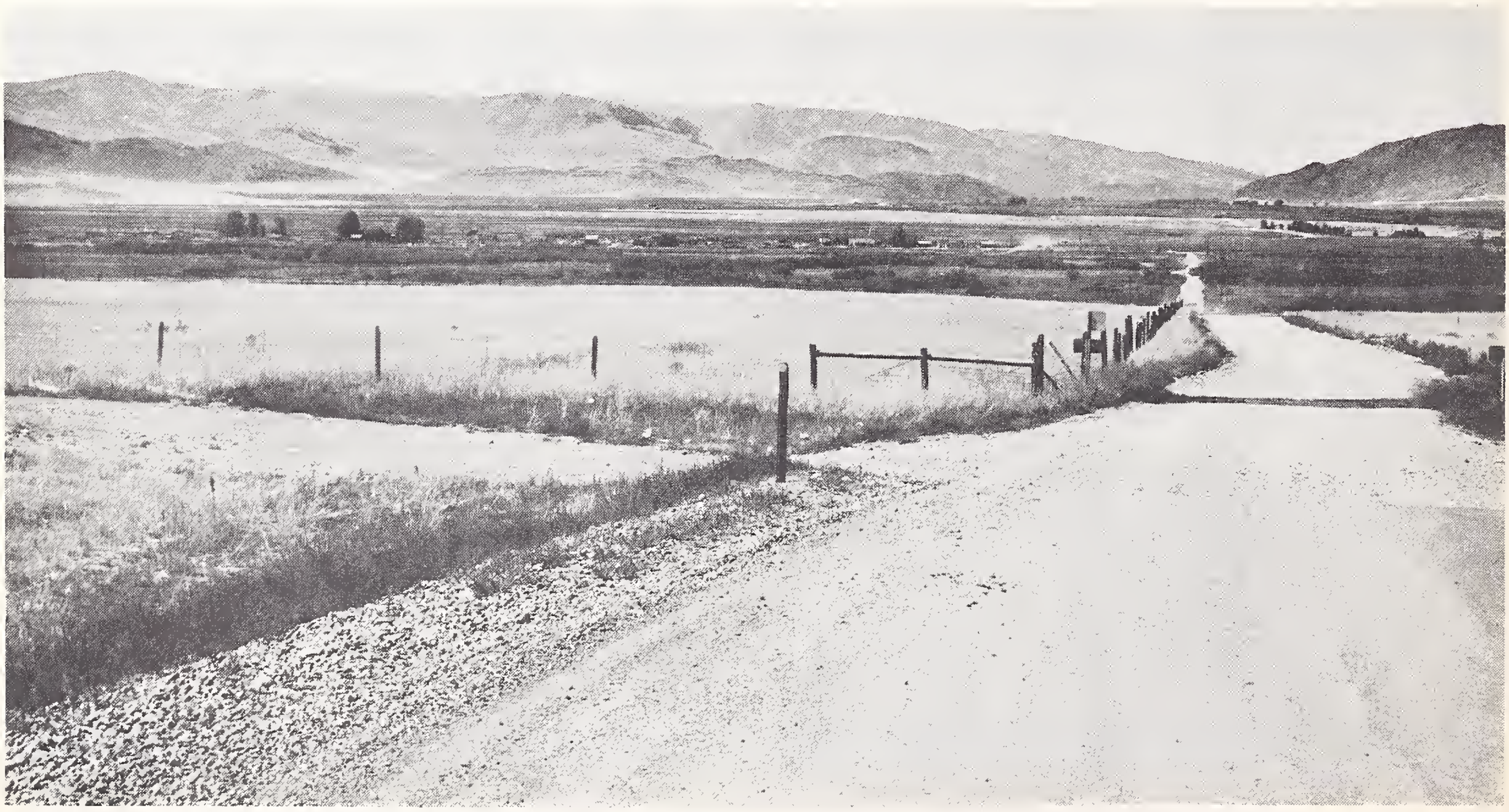
LABOR COORDINATOR APPOINTED

The new labor coordinator is Jack Trammel, who has been promoted to this position from field labor inspector. The change in personnel was made as a result of the resignation of John Knachel who has moved to California to study law. Good luck to John in his new venture.

Jack Trammel, who took over his new duties September 1, is a native of Montana. He was born at St. Ignatius, and attended school in Missoula, Billings and graduated from Helena High. He spent four years in the Navy. Jack has been with the MHD for five years. He lives in Billings, and commutes to his job in Helena, either driving home each week-end, or flying an airplane, as he is a licensed pilot. His wife's name is Virginia, and they have three children, Linda (Mrs. Wm. Madill) 21, Ronnie 20, and Joyce 16. Jack also boasts one grandson.



Two truck turnouts were constructed recently on the hill leading into Virginia City. Maintenance Engineer, Tom Ratchford, made a personal investigation of the locations, and recommended two different spots where trucks could leave the road in case of loss of brakes. By the installation of these turnouts, repetition could be avoided of the two instances when trucks rolled through the main street of Virginia City after losing control of their brakes on the long, steep hill leading into the historic village. This picture shows the upper exit.

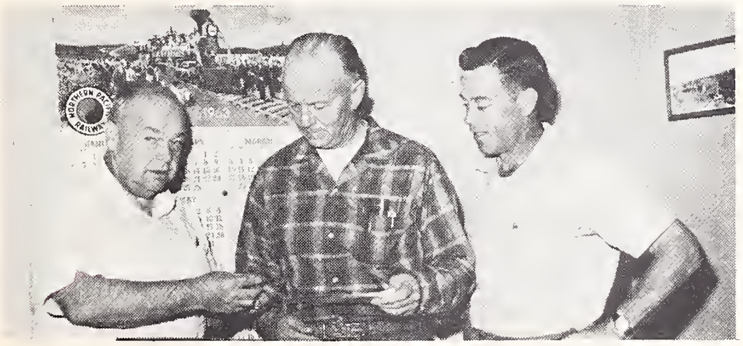


Here is a recent photo of Armstead which shows the area to be inundated by waters backed up when the Clark Canyon Dam is completed. In the extreme right, at the foot of the hill, is Secondary 324 which is being relocated to cross the dam itself, and travel west toward Grant.

These are the discussion leaders and some of the hosts at the AASHO conference on design held in Helena on July 31 and Aug. 1.

Seated, l. to r.: Frank W. Leonard, Chief Design Engineer, Idaho Dept. of Highways; James L. Shotwell, Engineering Coordinator, BPR, Washington, D. C.; Lloyd P. Shaw, Assistant State Highway Engineer, Oregon; George Langsner, Assistant State Highway Engineer, California (national chairman); W. L. Warren, Engineer of Design, California Division of Highways; J. D. Crosby, Interstate Roads Engineer, Nevada State Highway Dept.; Robert G. Mitchell, Chief Engineer, Connecticut Highway Dept. (national secretary); Adolph Zulian, Engineer of Surveys and Plans, Colorado Dept. of Highways.

Back row, l. to r.: Ernest A. Neath, Assistant Coordinator Public Information, MHD; G. B. Woodahl, Assistant Road Plans Engineer, MHD; M. R. Wickman, Road Plans Engineer, MHD (chairman region 4); W. J. Liddle, Engineer of Materials and Research, Utah State Dept. of Highways; Val G. Rinehart, Engineer of Plans and Contracts, Washington Dept. of Highways, and K. E. Cottingham, District Traffic Engineer, Washington Highway Dept.



Commemorating 30 years of service with the Montana Highway Department, Orville C. Myhre is presented with his certificate and pin by George Sime, Public Information Coordinator, while Don McRae, Division Office Engineer looks on. Orville is Division Mechanic at Miles City.

The office force in the Great Falls office formerly employed unusual methods of keeping cool during the summer months, as this picture of Donna LaFournaise shows. Donna would take her coffee break standing in the sprinkler to enable her to finish the day without sweltering in the Great Falls heat.

But times have changed since the installation of the new air conditioning system for the Great Falls office building. In the picture above, Ray Wiley is shown disposing of the old-fashioned fan, no longer needed, while sweater-clad stenos watch the operation. The temperature outside was in the 90's when the picture was taken. L. to R., the comfortable staff are: Donna LaFournaise, Pat Bristol, Virginia Dunn, Cecelia Tinelli, Clyde Foster, John Merrill and Ray Wiley.

NEW OFFICERS ELECTED

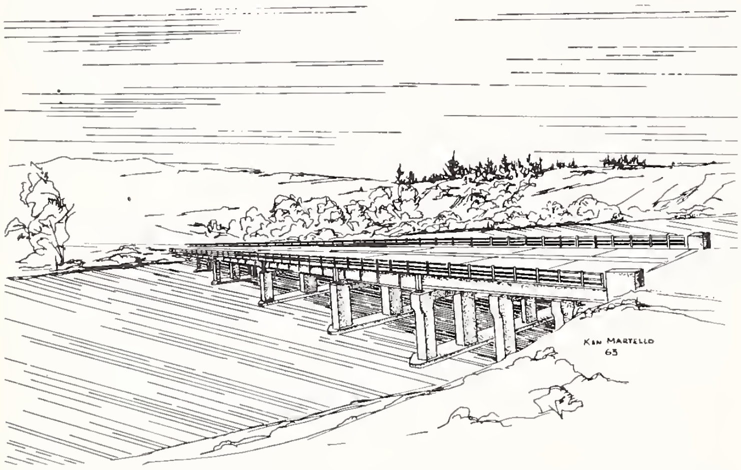
Montana Highway 2 Association elected new officers and they were installed at a meeting held in East Glacier, Saturday, September 7.

Elected to head the Association were Roy Sticka of Havre, President; H. R. Helland of Glasgow, first Vice-President; John Stephens of Chinook, second Vice-President and Forrest Allender of Cut Bank, secretary-treasurer.

George Sime and Charles Tode from Helena headquarters, were in attendance at the meeting, and told of progress in construction and projected plans.

RAILROAD?

Here is our artist's (Ken Martello) conception of what the new bridge at Huson will look like when completed. This structure will cross the Clark Fork River and the Milwaukee railroad. Sletten Construction Co., has the contract.



When we asked Ken where the railroad was, he said it was out of sight behind the bank in the foreground, and went under the bridge between the bank and the first column. You would have to cross the river and look back to see the tracks.

UNIFORM TRAFFIC LAWS

L. to R.: Albert H. Wood, Executive Director, Western Insurance Information Service; Reavley; Gov. Babcock; Fred Quinnell, Jr., State Highway Engineer; Donald MacPherson, Highway Commission Attorney.

Ray Reavley, chairman of the Montana Highway Users Conference recently presented a copy of a Workbook to Facilitate Uniform Traffic Laws to Gov. Tim Babcock. In presenting this book to the State on behalf of the National Highway Users Conference, Reavely stated its purpose was to provide a method by which comparisons could be made in the state laws with the uniform laws throughout the country. The uniform laws are printed on one side of each page, while the other side is blank in order to insert the Montana laws for easy comparison.

EMPLOYEES RECEIVE AWARDS

Fifteen employees received service awards in August, with Rex Schwind and Joseph Timmons heading the list with 25 years each; Charles King with 20 years. Those receiving 15-year pins were: Jack Brown, Herman Grotte, Samuel Hatty and Robert Ricketts. 10-year pins: Hazen Flickinger, Erfort Rohletter. Five year pins, Gerald Helzer, Don Hyyppa, Audrey Jennings, Ira Rimel, Francis Rollins and Allard Seelye.

NEWS FROM THE DIVISIONS

Bozeman

The Bozeman Division held their annual picnic at the Bozeman Hot Springs on August 25, 1963 with some 45 families represented. There were the usual races for the youngsters and some who enjoyed the skating and swimming facilities at the Hot Springs. The men also enjoyed a number of games of horseshoes. Mr. and Mrs. Larry Williams were the winners of the adult sack race. There was also the usual appropriate refreshments for youngsters and parents. Name tags were provided for all adults attending which seemed especially helpful to the wives. It appeared that everyone enjoyed a pleasant day and are looking forward to next season's picnic.

It also seemed that a great load was placed upon the shoulders of Sherman Plantts and family who represented the Helena Highway Employees. The load was well carried.

We want to take this opportunity to congratulate Max H. Anderson, Resident Engineer of the Missoula Division upon his retirement. We, in Bozeman Division, had more than one occasion to enjoy association with Max while building major structures in this area. One question arises from the article in the Centerline of August, 1963. We are wondering if the *major* structures is the "father" of the nick-name of "Long-Span."

Jim Brown who was injured in an accident while working on a survey crew in this Division, has returned to his home in Miles City and is reported to be doing well.

Kenneth M. Jones, Mtc. Frm. was released from the hospital and able to attend the annual picnic. We were happy to see him back on his feet again and will look forward to having him back on the job.

We are happy to announce that motorists in this vicinity, as well as the tourists, are enjoying the four-lane driving on the Rocky Canyon project.

Havre

Congratulations to Mrs. J. W. Timmons for her golfing achievements this summer. Florence has won a number of ladies' tournaments during the summer months, her latest, the Labor Day tournament at Havre, with a low score of 87.

Congratulations also to Mr. and Mrs. "Sleepless" George Allison on the arrival of their first baby—a girl. It seems the baby has its nights and days reversed, so George has been doing without most of his sleep.

Mr. and Mrs. Chuck Hegman have had the arrival of their fifth, a baby boy. Chuck has been working in the Mountain area around Glacier Park during the past three years, where the winter nights are long and cold. Congratulations, keep up the good work.

Glendive

The only news Glendive Division has to report is the arrival of Cynthia Kay, to Clifford H. Neifers in Circle. Cynthia was born on July 16, and weighed 7 lbs. 10 ozs.

Great Falls

Clarence Beerbohm, long-time maintenance employee in the Great Falls area, resigned to go into private business. The Beerbohm's purchased and are operating a rest home at Walnut Creek, California.

The Great Falls R/W section is pleased to add Mr. Robert Hutton to their staff as an assistant R/W agent. Mr. Hutton brings with him a wealth of experience acquired as a field man for Lewis Construction Co., as a Deputy in the City Treasurer's office in Great Falls and also as a Deputy in the County Treasurer's office, Cascade County. Welcome to the organization, Bob.

While tinkering on his private automobile Frank Robinson had the painful misfortune of having one of his fingers go between the fan belt and the fan belt pulley. Luckily this mishap didn't take off his whole finger or for that matter, his entire hand. Frank's experienced opinion "No matter which finger—she ain't worth it."

Wolf Point

Nate F. Green, Division Mechanic, passed away on August 26 after a lingering illness. Nate worked for the State Highway 28 years and 7 months. He was first employed by the Highway Department in 1931 as truck driver and served in the capacity of a mechanic, division maintenance foreman, and division mechanic since 1948. He is survived by his wife, two sons and a daughter.

Herman Grotte has been promoted to Division Mechanic. Herman was first employed by the Highway Department in 1948 and has worked as mechanic since that time. He came to the Department with thirteen years of previous experience in this type of work.

Butte

The following men in the Butte Division are being congratulated on receiving Service Pins: Virgil Triplett, 10-year pin; James Jacob, 15-year pin; Robert Jones, 15-year pin.

Congratulations are being extended to the following men who have passed their P-2 Examinations for the Project Engineer Classification: Eugene Campbell, Frank Caprara, Jr., Eugene Duncan, John McGeever.

We are glad to welcome Ross Johnson from Miles City to our Butte Division and also congratulate him on his promotion to the classification of Instrumentman. Ross, with his wife and four children, is now residing in Butte.

Congratulations to Dolores Wulf, our Secretary in the Right of Way Department, on her recent marriage to John Brozovich, which took place at the Immaculate Conception Church. It was a beautiful wedding, and a large reception was held at the Butte Armory for their relatives and friends.

Billings

Patricia Brodle has been temporarily employed in the Billings office this summer and will be leaving for college in Mankato, Minn. this month. We wish Pat much success and hope she is successful in obtaining her MRS degree.

Richard C. Brown, Engineering Aide in the Billings Division, and Judith K. Peterson were married August 24, 1963, at the Sacred Heart Church in Miles City.

Eighteen members of Engineering and Right-of-Way personnel have formed an investment club. Each member contributes $10.00 per month and the club has invested $900.00 during its existence. The club president is Don Favero the treasurer is Bruce Russell and the secretary is Marvin Nelson.

After several court injunctions, lawsuits, falling rocks and many other frustrations, the airport road project in Billings under construction by Northwestern Engineering will be completed by October 15th.

Kalispell

This month special recognition goes to two men with perhaps the longest combined service record of any two men with the Department. The total length of service of these two men is 75 years.

Ray (Pete) Spurzem, Division Construction Engineer in Kalispell, celebrated his 64th birthday on Sept. 10, by treating the office and shop forces to cake and ice cream, a tradition established in the Kalispell Division that the celebrant will be the host. It was on Sept. 1, 1922 that Pete first came to work for the Highway Dept. but due to some time spent with the Army Corps of Engineers, there was a short period of time that was not continuous. Pete was 23 years old at that time and since then has seen many changes in the methods of surveying and road building.

Another of the old-timers, though not old, is a man who has seen many changes in equipment and road building that you and I will only see in pictures or read about in history books. He has also come up through the ranks and worked just about every position on maintenance, up to and including his present position of Division Mechanic. The man I refer to is E. L. (Slim) Smith, who recently completed his 35 years with the State.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana
4

BULK RATE
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PAID
Helena, Montana
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